

## Section 6. EN ROUTE FLIGHT ADVISORY SERVICE (EFAS)

### 4-6-1. GENERAL

The purpose of EFAS, radio call "FLIGHT WATCH" (FW), is to provide en route aircraft with timely and pertinent weather data tailored to a specific altitude and route using the most current available sources of aviation meteorological information.

### 4-6-2. POSITION RESPONSIBILITIES

Prior to assuming the duties of the flight watch position:

- a. Perform a thorough self-briefing by reviewing available weather data.
- b. When relieving a specialist on the FW position, obtain a preduty briefing from the person being relieved.
- c. When appropriate, obtain a briefing of current and forecast weather within the flight watch area (FWA) from the CWSU of the associated ARTCC.  
(See para 4-6-5.)
- d. Maintain currency of weather conditions and trends while assigned the FW position by reviewing new or revised meteorological issuances and by observing weather trends contained in current weather reports and PIREP's.

### 4-6-3. OPERATING PROCEDURES

- a. Tailor en route flight advisories to the phase of flight that begins after climb out and ends with descent to land. Current weather and terminal forecast at the airport of first intended landing and/or the alternate airport shall be provided on request. When conditions dictate, provide information on weather for alternate routes and/or altitudes to assist the pilot in the avoidance of hazardous flight conditions. Advise the pilot to contact the adjacent flight watch facility when adverse weather conditions along the intended route extend beyond the FWA.
- b. EFAS shall not be used for routine inflight services; e.g., flight plan filing, position reporting, or full route (preflight) briefings. If a request for information is received that is not within the scope of EFAS, advise the pilot of the appropriate AFSS/FSS to contact.

### EXAMPLE-

*"Cessna Four Seven Five Eight Xray, Cleveland Flight Watch, contact Altoona Radio on one two two point four to file your flight plan."*

- c. Suggest route or destination changes to avoid areas of weather which in the judgment of the specialist constitute a threat to safe flight.
- d. Alert the associated CWSU or WSFO immediately of reported or observed significant weather that is not included in aviation forecasts.

### 4-6-4. FREQUENCIES

- a. Use frequency 122.0 MHz to provide EFAS to aircraft below FL 180.
- b. Use the assigned discrete frequency to provide EFAS to aircraft at FL 180 and above. This frequency can also be used for communications with aircraft below FL 180 when communication coverage permits.
- c. Aircraft operating at FL 180 or above that contact FW on frequency 122.0 MHz should be advised to change to the discrete frequency for EFAS.

### PHRASEOLOGY-

*(Aircraft identification) (facility) FLIGHT WATCH, FOR SERVICE AT YOUR ALTITUDE, CONTACT FLIGHT WATCH ON (frequency).*

- d. Avoid the simultaneous keying of two or more transmitters on the same frequency. This action can block or hinder communications.

### NOTE-

*Frequency 122.0 MHz RCF outlets are geographically located to ensure communications coverage at 5,000 feet AGL and above over the conterminous United States. High altitude discrete frequency RCF outlets are geographically located to ensure communications coverage between FL 180 and FL 450 over the EFAS facility's area of responsibility. Communications practices should be guided by these restrictions.*

### 4-6-5. NWS SUPPORT TO EFAS

The NWS support function for EFAS is as follows:

- a. The associated CWSU is designated as the primary support facility for each EFAS facility. The CWSU should be contacted at least once per shift for a general briefing of meteorological conditions which are impacting, or expected to impact, aviation weather within the FW/ARTCC area.

**NOTE-**

*Due to assigned priorities, the CWSU meteorologist may not be able to provide indepth briefing service for up to 2 hours after the start of the first shift of the CWSU unit. (See FAAO 7210.3, Para 14-3-6, National Weather Service (NWS) Support, for establishment of operational support.)*

b. During the period when the CWSU is not available to provide consultation service, WSFO's are responsible for responding to EFAS facility requests regarding weather conditions prevailing within the WSFO area of responsibility. The EFAS specialist should contact the responsible WSFO directly for clarification of forecasts or questions concerning products originated by the WSFO.

**NOTE-**

*The ARTCC/EFAS area may encompass multiple WSFO areas.*

c. Consult with the National Aviation Weather Advisory Unit (NAWAU), as appropriate, when further information or clarification is needed regarding SIGMET, convective SIGMET, AIRMET, and FA products.

**4-6-6. PILOT WEATHER REPORTS**

a. Actively solicit and disseminate PIREP's in accordance with Chapter 9, Section 2. Additionally, PIREP's concerning winds and temperature aloft, windshear, turbulence, and icing shall be solicited and disseminated when one or more of these conditions or criteria exists. Flight Watch specialists shall solicit sufficient PIREP's to remain aware of flight conditions.

b. Maintain a graphic display of pertinent PIREP's within the FWA. Periodically review the display and actively solicit additional PIREP's when necessary to ensure completeness and accuracy of the information.

c. Requests for special solicitation of PIREP's from other facilities or the NWS shall be honored as rapidly as operations permit.

**4-6-7. GRAPHIC WEATHER DISPLAY**

a. Flight watch specialists shall review, (if available) as a minimum, the graphic display information listed below prior to assuming FW duties. Review the chart data as needed during the watch to update and maintain a thorough knowledge of weather synoptic and forecast information affecting aviation operations.

1. Surface Analysis.
  2. Weather Depiction Analysis.
  3. National Weather Radar Summary.
  4. Lifted Index Analysis.
  5. Freezing Level Analysis.
  6. 850 mb Upper Air Analysis.
  7. 700 mb Upper Air Analysis.
  8. 500 mb Upper Air Analysis.
  9. 300 mb Upper Air Analysis.
  10. 250 mb Upper Air Analysis.
  11. 200 mb Upper Air Analysis.
  12. 500 mb Heights and Vorticity Analysis.
  13. 500 mb Heights and Vorticity Prognosis.
  14. High Level Significant Weather Prognosis.
  15. 12 and 24-hour Low Level Significant Weather Prognosis.
  16. 36 and 48-hour Low Level Significant Weather Prognosis.
  17. Maximum Temperature 24 and 36-hour Forecast.
  18. Minimum Temperature 24 and 36-hour Forecast.
  19. Winds Aloft Forecast.
  20. Severe Weather Outlook.
- b. Where hard copy charts are received and locally enhanced, conform to the standards established in para 3-1-4.
- c. Access local and remote weather displays as necessary to maintain current knowledge of precipitation intensity, movement, and coverage. Provide pertinent real-time weather radar information that will directly impact the aircraft's flight.

**NOTE-**

*Specialist judgment should be exercised to determine if the pilot would be better served by more general information such as radar summary data when the aircraft is one hour or more from the destination airport.*

**4-6-8. INTERRUPTIONS TO SERVICE**

Notification of temporary outages, either equipment or operational, shall be made in accordance with FAAO 7930.2, Notices to Airmen (NOTAM's). Additionally, notify adjacent FWCS's of outages where overlapping coverage may occur to provide continuous service.

**4-6-9. EMERGENCIES**

a. Emergency situations shall be handled in accordance with Chapter 5.

b. When working an aircraft in an emergency situation over a remote outlet, the normal procedure is to provide assistance on the initial contact frequency. Flight watch specialists should bear in mind that air traffic facilities based at, or near to, the remote location may be in a better position to assist the pilot. A decision to affect a frequency change should be based on the situation and circumstances involved in the emergency.